

denda. A circular issued in behalf of the Cedar-Talisman recites that the three productive ore bodies will enable the company to maintain regular shipments, probably three to five cars a month, of \$40 to \$60 silver-lead ore. Each car nets about \$2,000 after \$6.50 a ton is paid for transportation and smelting. Returns on one car pay operating expenses for a month and, as there are no debts, the receipts from other cars go into the treasury. Two cars of silver and lead had been shipped at the time the circular was issued and another car was ready to go out. On the whole the Cedar-Talisman makes a very attractive showing.

There is a reason for this—as for everything else. The cash base on which the market rested was narrow. Only the most loyal devotees of the mining game resisted the allurements of land and real estate speculations. Being few as to numbers and short as to cash, the devoted remnant kept close to the shore. When they bought, they bought nothing that could not be sold on a few hours' notice. Had the few dollars on the table been sewed up in a long list of meritorious, but slow-moving propositions, the last semblance of market activity would have vanished. The market was better served by the instinct of self-preservation than by the well-meaning designs of the broker men. Conditions called for concentration; not for expansion. That is why the listing of such stocks as Red Warrior, Cedar Talisman, Moscow, Prince Con., Ophongo and Provo fell flat. There was not enough of the "mulligan" to go around, so the guests at the second table went hungry.

With the formal opening Friday night of the new Union Station for the Gould lines here, Salt Lake is given one of the handsomest, finest and most modern and completely equipped union passenger depots of its size in the country, and with its opening promises that have long been made this city by the officials of the Western Gould lines are splendidly fulfilled.

Service over the Western Pacific was inaugurated yesterday and trains are now entering and leaving the yards in the new station on West Third South street. It would be difficult to imagine a

structure of its size with more architectural beauty, and with better facilities for the comfort and convenience of the traveling public than the new station. Its exterior appearance is already too familiar to Salt Lakers to warrant an extensive description of the building at this time, and it will suffice to say that the interior corresponds in beauty to the exterior. The building is four hundred and seventeen feet by ninety-eight feet, and centers on West Third South street. The interior of the waiting room is done in an adaptation of a classic style of architecture with a color scheme of brownish red and gray for the walls and a deeper brown for the ceiling. The arrangement of the package, express and parcel rooms, the men's smoking room, the women's retiring room, restaurant and other quarters is ideal and in the second story of the main structure the operating offices of the Denver & Rio Grande, Rio Grande Western and Western Pacific are located. As each end of the building the company has parked a plot of ground five hundred feet long and this has been beautified by a competent landscape artist.

The opening of the new station does away with the last wooden shack of a depot in use by the two big systems running into Salt Lake, and the city benefits accordingly. The first train over the Western Pacific from San Francisco, carrying newspaper men and state and railway officials, arrived from San Francisco Friday morning and the train was run in at the new depot. The party was royally entertained by the Salt Lake Press Club, the Commercial Club and other or-

ganizations, and left for San Francisco this morning.

With the opening of the Western Pacific and the completion of the new depot, Irving A. Benton, general agent of the passenger department of the Rio Grande system, becomes general agent here for the passenger department of the Western Pacific, his combined duties giving him greatly increased responsibilities and one of the finest positions in the passenger traffic end of the western railroad business. Colonel Benton is one of the best known and most beloved railroaders in the inter-mountain country.

"THE ECHO"—"WIFE TAMERS" AND OTHER NEW PLAYS.

By Franklyn Fyles.

Atlantic City, August 20.—Is the start of the theatrical season with eight new plays in fifteen days here on the Boardwalk, instead of New York on Broadway, caused by the big producers' desire to get ahead of one another sordidly? Why not believe they are eager to make drama educational in the solution of ethical problems? The past three weeks three plays take up the vital questions of high-low finance, matrimonial mismatching and how to run a summer hotel.

The hotel enigma is guessed in "The Echo." A small summer resort in the White mountains doesn't thrive. The landlord installs an echo. A voice from the valley comes back wondrously



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SATTIR KAHN

Leader of the Persian revolution and who was wounded in the engagements of a few days ago in the streets of Teheran, when three hundred of his men were taken prisoners by the government troops.

University of Utah

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Strange, Is it Not? That some of us go away to school when students come from the East and the West, the North and the South, and the far countries of the earth to attend the University of Utah.

Particulars Registration of students, September 15th, 16th, and 17th. Registration fee \$10.00; after the 17th, \$12.00. Regular work begins September 19th. Inquire of local agents for railroad rates. Catalog, Picture Bulletins, and complete information sent free upon request.

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